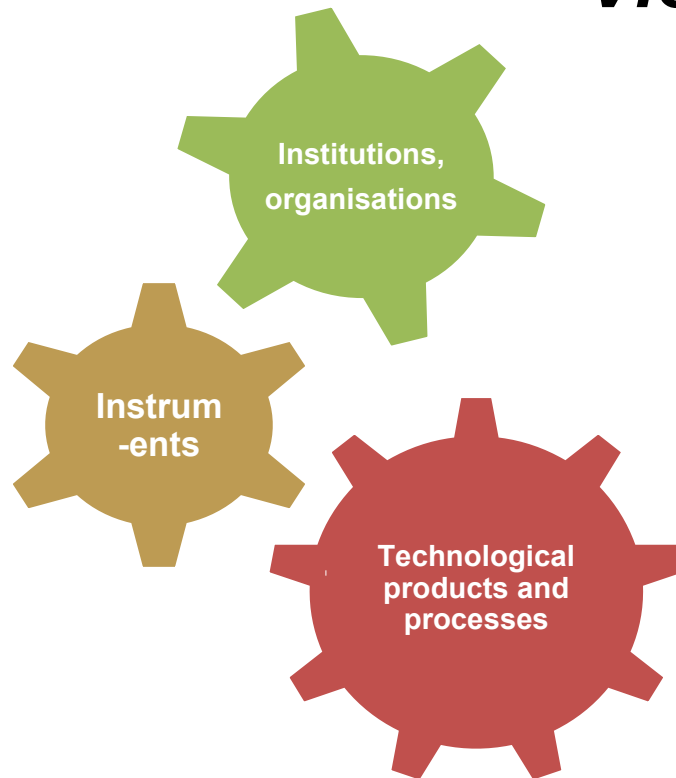


The role of innovative approaches

Viewpoints of iMONITRAF! regions



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Lucerne, 1. Decembre 2011

Report on Innovative Approaches The regional viewpoint



Innovative approaches for the Alpine transport system – the regional viewpoint

Linking technological change, steering instruments and organisational innovations

Zurich, 14th September 2011

Authors:

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With inputs of iMONITRAF! partners



ZENTRALSCHWEIZER
REGIERUNGSKONFERENZ



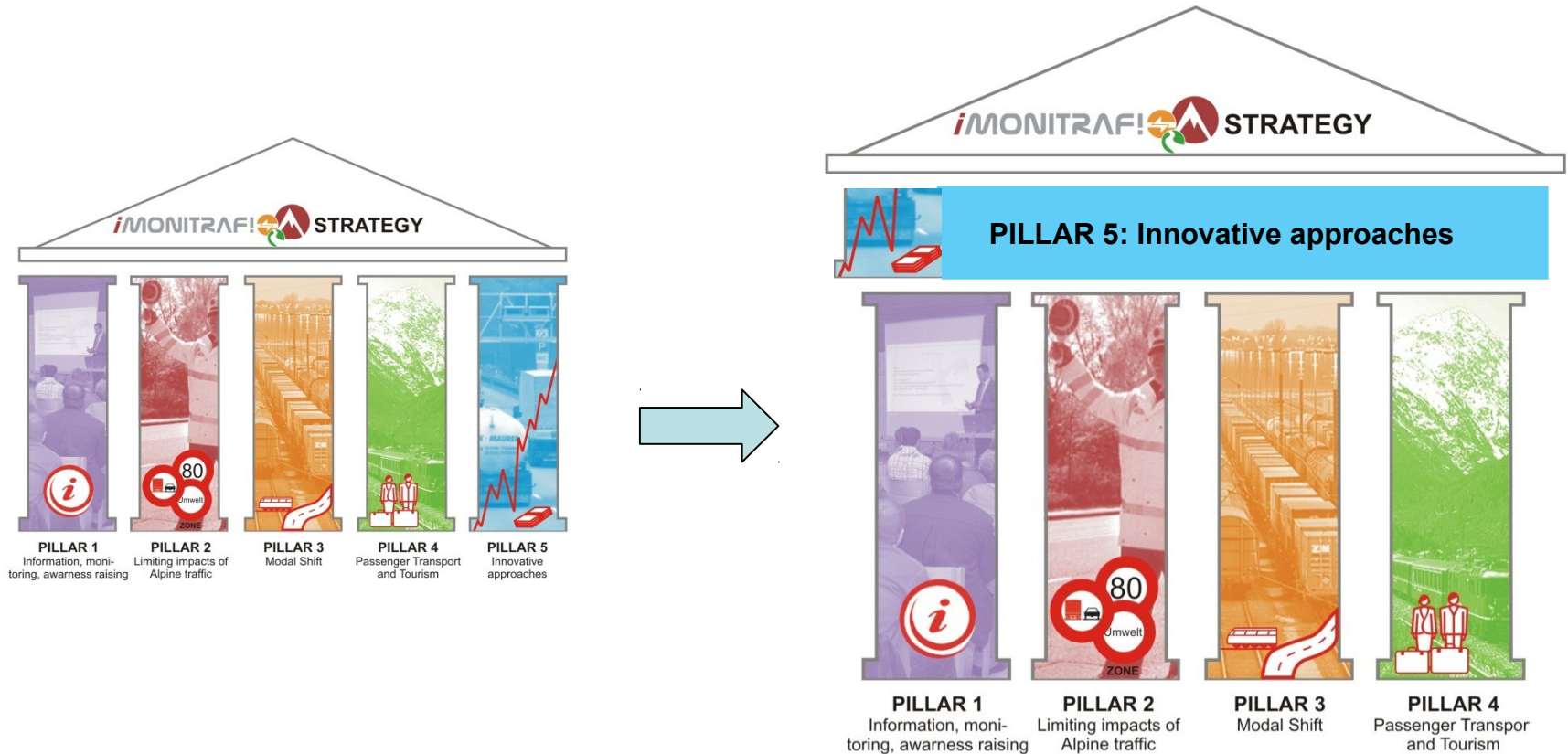
The need for innovative approaches

Cross-cutting element for iMONITRAF!

- iMONITRAF! Best Practice Guide shows limitations of harmonising regional measures
 - Further increase of pressures from growing traffic volumes
- Need for common innovative approaches:
- to meet environmental objectives,
 - to ensure modal shift,
 - to lead to a long-lasting change in the transport sector.

The need for innovative approaches

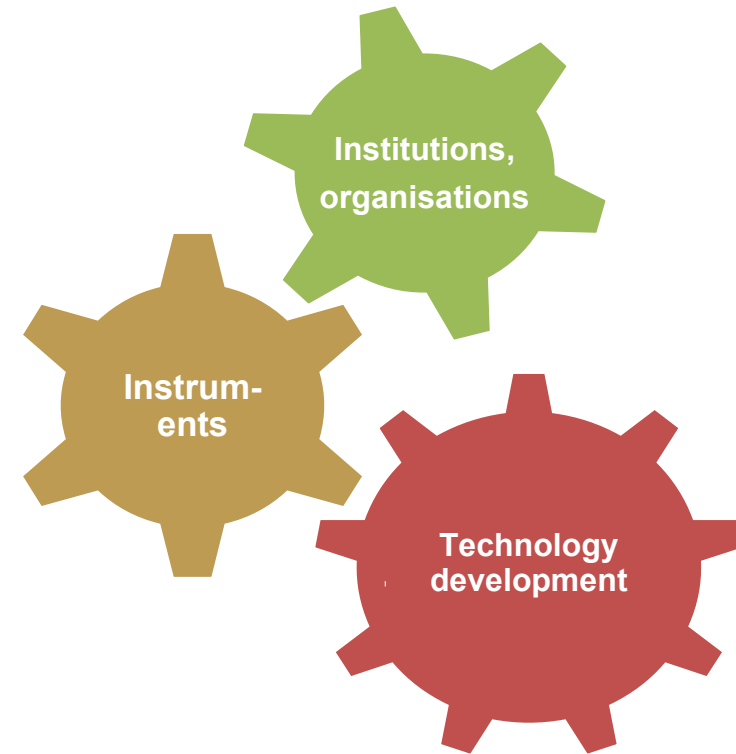
Cross-cutting element for iMONITRAF!



The spheres of innovation

Focus for iMONITRAF! activities

- Broad interpretation of innovation:
 - Innovations in transport vehicles, infrastructures and processes
 - Innovative policy instruments to set the right incentives
 - Organisational approaches to provide necessary structures



→ iMONITRAF!: Innovative steering instruments as missing link to support technological change and the political network.

Steering instruments- Overview

Three potential instruments

Alpine Crossing Exchange: cap-and-trade approach

- Basic idea: 1) fix target/cap for HGV volumes
 - 2) distribution of allowances according to cap
 - 3) trading of allowances between operators
 - The cap leads to scarcity price for Alpine road transit and sets incentives for modal shift
 - Accompanying measures: increase of rail/intermodal services
- + Traffic targets are met, ensures use of new rail capacities**
- Overproportional burden regional transport**

Steering instruments- Overview

Three potential instruments

Emissions Trading System: cap-and-trade approach

- Basic idea: Target/cap based on environmental indicator (e.g. CO₂ or mixed indicator including local air pollutants)

- Price for Alpine crossing depends on:

- Distance travelled in Alpine region
- Specific vehicle emissions

- + Environmental targets are met, incentives technological change
- Only indirect steering of traffic volumes and modal shift

Steering instruments- Overview

Three potential instruments

Innovative pricing instruments – Toll Plus

- Basic principle: full internalisation of external costs
 - Close link to updated version of Eurovignette Directive, but:
 - Consideration of all environmental impacts (climate, nature, etc.)
 - More appropriate mark-up factor for sensitive regions
 - Including innovative options for use of revenues
- +** Improves efficiency, guarantees polluter-pays-principle
- Cannot guarantee that environmental or traffic targets are met

Steering instruments

Chances and risks for the Alpine regions

- Improved traffic management for alpine-crossing traffic
- Reduction of environmental impacts
- Improvement of modal shift (direct targets or price incentives)
- Driver for technological change
- Increase of transport prices with impact on regional economies
- Additional burden for regional transport (especially ACE)
- New pressures from new rail services and infrastructures

Steering instruments: Impacts

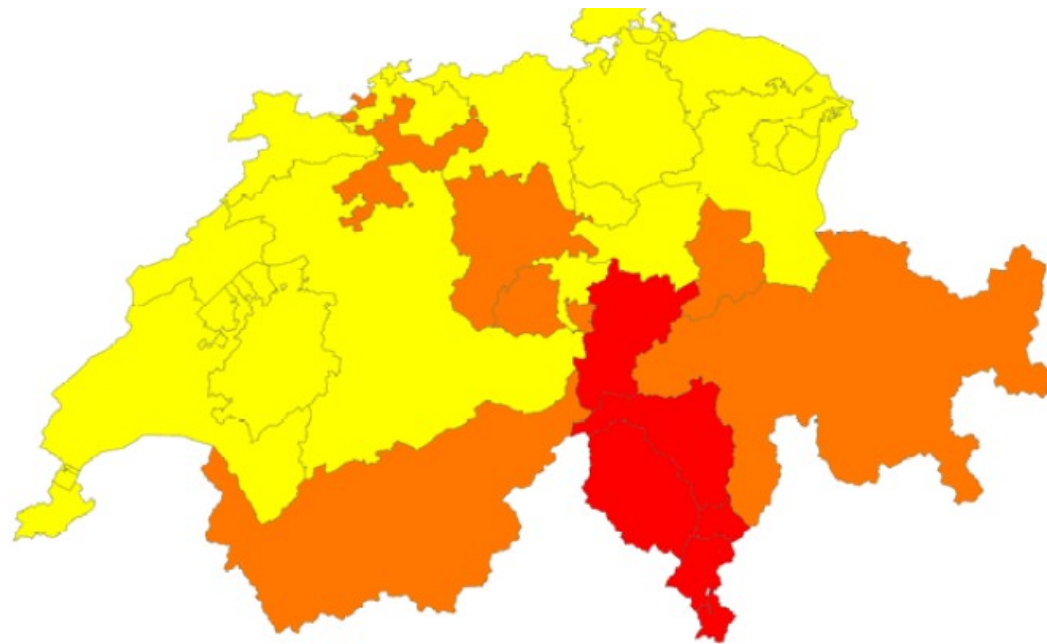
Impacts on regional transport

- Especially ACE leads to overproportional burden on transports in and between Alpine regions
 - Several options to prevent these impacts:
 - Preferential treatment allocation
 - Differentiated pricing, «exchange rates»
 - Complete exemption
 - Provision of targeted rail infrastructures
 - Compensation
- iMONITRAF proposal: Special mechanism for regional transport is necessary due to fewer avoidance options

Steering instruments: Impacts

Impacts on regional economies

- Impacts through increase of transport prices
- First indications from regional impacts study ACE (CH)



Impacts on transport intensive sectors: reduction of value added in %



→ Regional impacts further assessed by Suivi de Zurich Process

Linking to technological change

Role for the design of steering instruments

- Technological developments that need to be considered for design of steering instruments:
 - Efficiency improvements of HGV
(loading factors, enforcement of existing rules, low emission vehicles)
 - Innovative intermodal solutions
(esp. Trailer systems, rail quality measures)
 - Intelligent transport systems
(New information systems, load factor management, freight tracking)



Consolidating the regional viewpoint

Steps to proceed with steering instruments

Further steps towards implementing a steering instrument:

- Definition common rationale and target system
- Based on target-system: define a priority instrument or feasible mixed approach (with step-wise convergence)
- Identify best solution to prevent regional impacts
- Define specific proposals for Action Plan of common strategy with testing phase
- Bring discussion to European level

Thank you very much for your attention!

For further information:

iMONITRAF! WP 6 report

«Innovative Approaches for the Alpine transit system –
the regional viewpoint»